

## C. REVIEW OF RELATED STUDIES

### 1. Indiana

In October of 1990, the Indiana Department of Transportation (INDOT) conducted a roadway analysis to determine viable options to provide the area in southeastern Indiana around Switzerland and Ohio Counties with an improved north/south corridor from the SR 101 Markland Dam Bridge of the Ohio River to US 50. The analysis was performed at the request of the Seymour District Office of INDOT, and was in response to inquiries from a number of sources including the County Commissioners of Switzerland and Ohio Counties and U.S. Representative Lee Hamilton.

Two options for improvement were determined from the roadway analysis, including a proposed 18-mile alignment for a new state road corridor that utilized 2.5 miles of existing SR 56 and 15.5 miles of existing county road corridors to connect SR 101 at the Markland Dam Bridge north to US 50. The estimated cost for construction of this project was between \$42.5 million and \$50.2 million dollars. The second option involved the reconstruction of SR 129 from SR 56 near Vevay to US 421 south of Versailles. The analysis indicated that due to the very hilly terrain in the area, several vertical and horizontal curves would need correcting. The estimated construction cost of the southern segment of the corridor between SR 56 and SR 250 was \$12.4 million dollars and the cost of the northern segment between SR 250 and US 421 was estimated at \$3.7 million dollars.

At the conclusion of the analysis, it was determined that a new roadway from Markland Dam to US 50 was not as viable as the reconstruction of SR 129 considering construction cost. In terms of the amount of traffic that the new roadway would be handling, the \$42 to \$50 million dollar cost of construction was high relative to other projects of similar intent. It was also determined that the level-of-service on existing SR 129 alignment was good due to low traffic volumes. However, a mobility problem existed on the southern segment of the corridor due to geometrical deficiencies that slowed traffic. The reconstruction of the roadway would improve mobility by eliminating the less than desirable vertical and horizontal curves.

### 2. Kentucky

In 1997, the Kentucky Transportation Cabinet (KYTC) completed a project planning report for a highway improvement from I-71 to US 42 between Carrollton and the Markland Dam. This led to programming of the construction of a new two-lane connector with limited access control from a new interchange on I-71 about one mile west of the interchange with KY 35 to US 42 at the Markland Dam Bridge. This facility is presently under construction in Kentucky.

In 1999, the KYTC began internal discussions on an I-74 Outer Beltway from the Markland Dam Bridge in Gallatin County to the new Maysville Bridge in Mason County. This new facility appears as an illustrative project in the *KYTC 1999 Statewide Transportation Plan (FY 1999-2018)*. The I-74 Bypass Conceptual Feasibility Study is currently underway. The Outer Beltway corridor of 80 miles runs from I-74 in Indiana west of Cincinnati through northern Kentucky to proposed I-74 in Ohio east of Cincinnati. The study will examine the user benefits and financial feasibility in Kentucky of a freeway option versus a limited access arterial option in a corridor of five to ten miles in width.